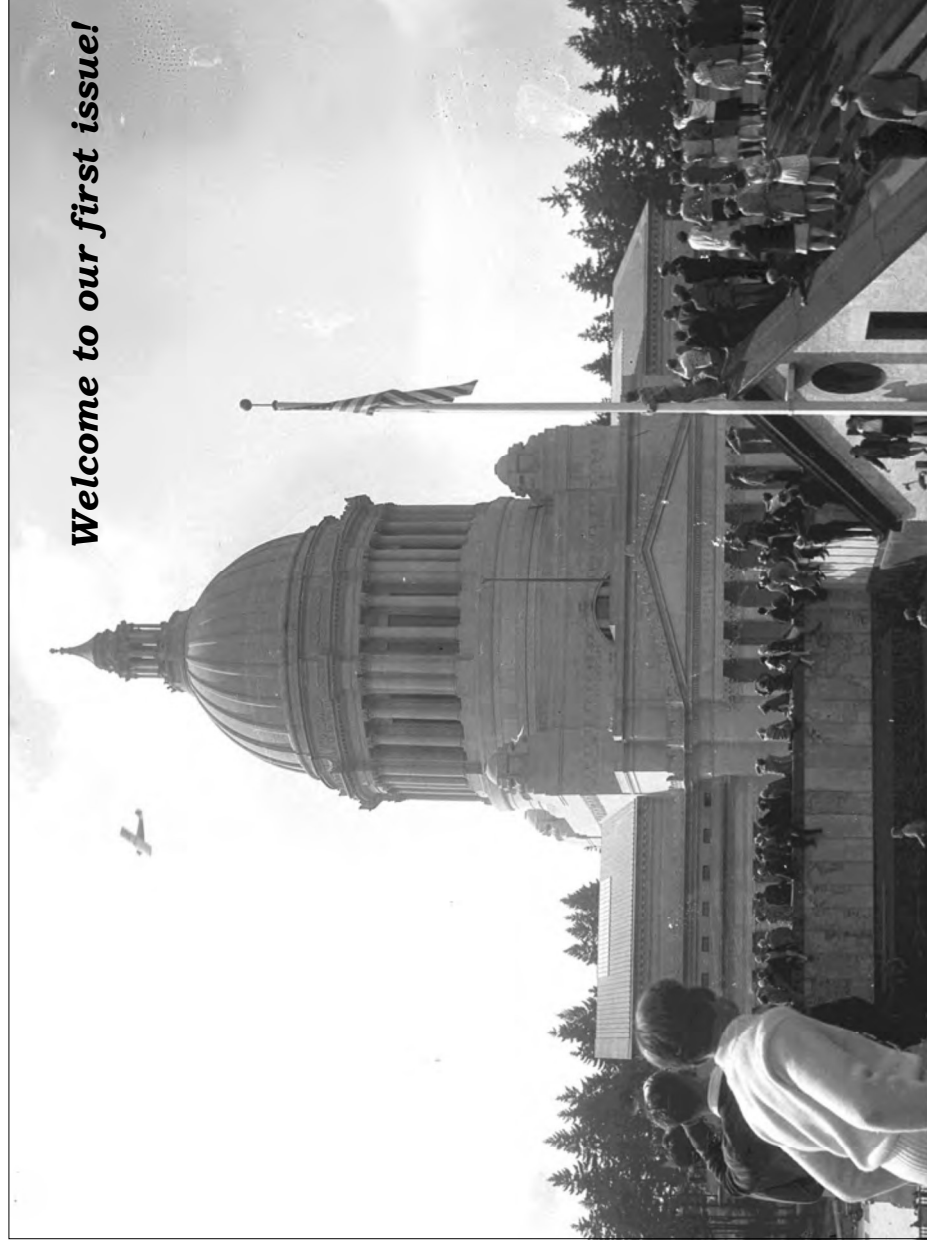




Number 1
November 2016

THURSTON COUNTY HISTORICAL JOURNAL



Welcome to our first issue!

**How the Northern Pacific Railroad
Came to Thurston County**

**Nancy Jim Parsons: The Life and
Legacy of a Cowlitz-Nisqually
Native American Basket Weaver**

**A Perfect Day for Flying—Charles
Lindbergh Soars Over Thurston County**

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On the cover: In 1927, Charles Lindbergh and his airplane Spirit of St. Louis soar over the State Capitol building while Olympia residents crowd the roofs of nearby structures. See story on page 35. Photo courtesy of Washington State Archives: Lindbergh over the Capitol Building, 1927, by Vibert Jeffers, Susan Parish Photograph Collection.

HOW THE NORTHERN PACIFIC RAILROAD CAME TO THURSTON COUNTY

James S. Hannum, M.D.

INTRODUCTION

Construction of the Northern Pacific Railroad in western Washington began in 1871 along the Columbia River, at a place which shortly became known as Kalama. That settlement was the southern terminal for this earliest local segment of the railroad. At the time, a second terminal had not been selected, although plans called for it to be sited somewhere on Puget Sound. By 1873, Tacoma had been chosen as the northern terminal, and regularly scheduled trains began running between Kalama and Tacoma in May 1874.

These historical facts, as they relate to Thurston County, are best understood by describing the background in which these events occurred. Early on, the residents of the county fully expected that the northern terminal of the railroad would be in Thurston County. Speculation in land was rampant, especially in 1871. The mood of the business community ranged from manic that year to profound depression in the latter half of the next, when it became apparent that the Puget Sound terminal would be somewhere farther north.



Isaac Ingalls Stevens, who led an 1853 survey party to determine the route for a northern transcontinental railroad. This photograph was made December 31, 1861. Stevens was killed in September 1862 at the Battle of Chantilly, Virginia. Photo courtesy of Library of Congress: Prints and Photographic Division, digital ID cupb.00757, Timothy H. O'Sullivan, photographer.

CONGRESS AUTHORIZES A NORTHERN TRANSCONTINENTAL RAILROAD

To understand the events that occurred in the 1870s, it is helpful to look back at 1853, the first year of the Franklin Pierce presidency. Pierce and Isaac Ingalls Stevens were former classmates at West Point and Stevens had supported Pierce's bid for the presidency in 1852. Stevens was rewarded for his support by being appointed the first governor of Washington Territory. At the same time, the federal government had commissioned a survey for a northern transcontinental railroad route. Stevens, who had served many years in the Army Corps of Engineers, was selected to make the survey while travelling to his new post.

Major George B. McClellan (later General McClellan, commander of the Union's Army of the Potomac during a portion of the Civil War) was a member of the survey party for at least part of the journey. McClellan and Stevens came to different conclusions as to what route should be used for the northern railroad with each man submitting his own report. Stevens recommended a path over the Cascade Mountains, while McClellan favored a course similar to that used half a century earlier by Lewis and Clark, along the Columbia River. No choice between these two options was made at the time. Indeed, that issue was not finally resolved until the 1880s.

No further action was taken until

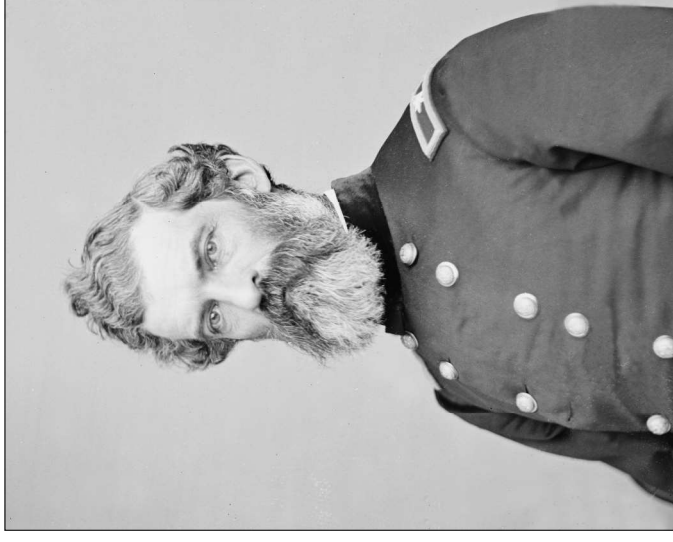
Congress chartered the Northern Pacific Railroad Company (NP) in 1864. President Lincoln signed the legislation on July 2 of the same year, but the country was preoccupied with the Civil War and construction did not begin until several years later. A novel plan was used to build the line, with work commencing at both the east (Duluth, Minnesota) and west (Kalama, Washington Territory) ends of the railroad. The most daunting problem faced by the fledgling line was financial. Although it received several million acres of land as grants from the federal government, that property was of little value to the company until the railroad was actually built. Then parcels could be sold to farmers, miners, and other business people, providing a revenue stream. The result of this situation was that most of the money used for construction came from the sale of bonds, which sold poorly during periods of recession or economic panic. In addition, congressional authorization for the NP required the western segment be completed to a terminal on Puget Sound no later than December 17, 1873.

It is reasonable to wonder why Kalama was chosen as the starting point for the western part of the line. Clearly, it is not on Puget Sound, which the railroad was tasked to reach. There are several reasons. Portland was nearby and, at that time, was the largest city west of the Cascades. It was easily accessible by river boat from Kalama. Also, the Columbia River, between Kalama and the ocean, was ice-free through-

out the winter. In addition, the depth of the river at Kalama was approximately the same as at the mouth of the Columbia, so any ocean-going ship that could get into the river could sail all the way to Kalama. Finally, as the line was built north from Kalama, along the Cowlitz River, there would be an immediate opportunity to earn income that would help offset the cost of construction.

Of course, before the railroad was built, nobody really knew what sort of traffic it would carry or in which direction that traffic would flow. Those questions could only be answered after a decision was made about which path to follow to the Great Lakes: would it be through the Cascades or along the Columbia River? Nonetheless, building began at Duluth in July 1870. Former Union Army General John Wilson Sprague was named general manager of the Western Division of the NP. Construction material as well as a small locomotive arrived at Kalama on July 10, 1870. The engine, the *Minnetonka*, had been built earlier in 1870 by Smith & Porter of Pittsburgh, Pennsylvania. Transported around Cape Horn, it carried #302 on the NP roster.

Of interest to Thurston County residents is that in 1886, this locomotive was sold to Benjamin Buckman Turner. He operated it as #3 on his Black Lake & Sherman Valley Railroad, between the west side of Budd Inlet and Black Lake. Turner's bankruptcy in 1888 sent the engine to



General John Wilson Sprague, general manager of the Western Division of the Northern Pacific Railroad during its construction. A resident of Tacoma, Sprague received the Congressional Medal of Honor shortly after his death in 1893 for his actions at Decatur, Georgia, during the Civil War. Photo courtesy of Library of Congress: Prints and Photographics Division, digital ID cupb.05921, Matthew Brady, photographer.

the Port Blakely Mill Company, where it continued as #3. The Polson Brothers Logging Company of Hoquiam bought it in 1895 and renumbered it #1. It was retired in 1928. Subsequently, it was repurchased by the Northern Pacific Railway (successor to the NP) and restored to original specifications. The *Minnetonka* is now displayed in Duluth at the Lake Superior Museum of Transportation.



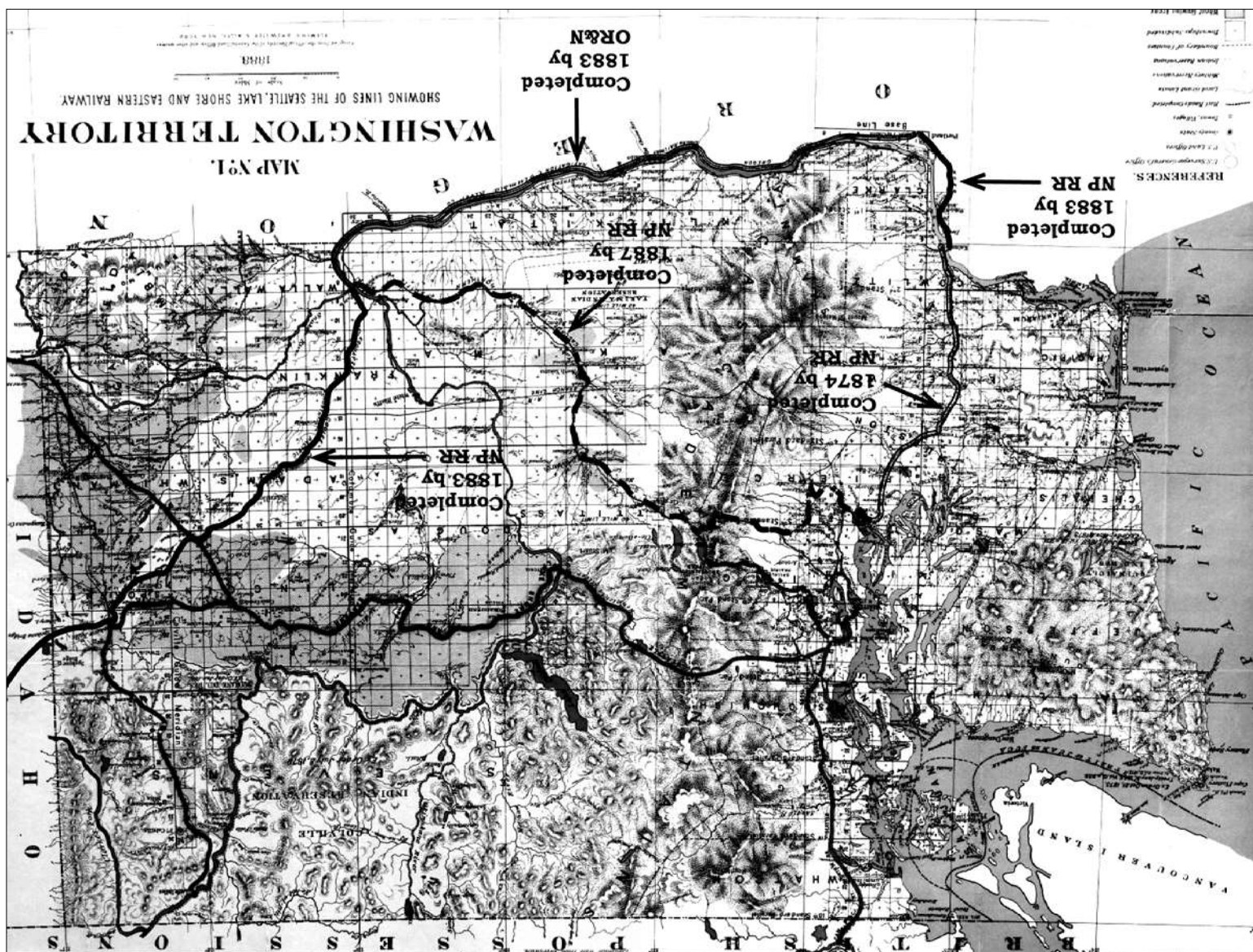
Above: Undated photograph of the Northern Pacific Railroad's Engine #302 after restoration and renaming as Minnetonka. Photo courtesy of University of Washington Digital Collections: PH Coll. 1291, TRA0246.

Opposite: Map showing segments of railway used at various times as part of the transcontinental route of the Northern Pacific Railroad. The background comes from the 1888 Map No. 1—Washington Territory—Showing Lines of the Seattle, Lake Shore & Eastern Railway, by Fleming, Brewster & Alley, New York.

TRANSCONTINENTAL LINK COMPLETED

The construction of the NP in Thurston County will be discussed in the final part of this article, after outlining how the railroad's transcontinental line was completed. Not until several years after 1874 was an unbroken rail link established be-

tween Tacoma, in western Washington, and Minnesota. Work on that project, in eastern Washington, did not start until October 1879. The task began at Ainsworth, a town newly founded by the NP on the east side of the Columbia River, immediately south of modern-day Pasco. The new right-of-way was designated



the Pend d'Oreille Branch and it extended northeast to Sandpoint, Idaho. Approximately one year later, the NP built a narrow gauge railroad from Ainsworth south to Wallula. It was operated by the Walla Walla & Columbia River Railroad (also narrow gauge) and was used to deliver construction material to Ainsworth. Undoubtedly, much of that freight had arrived at Wallula via the Columbia River.

Several important events occurred in 1881. The narrow gauge line between Ainsworth and Wallula was converted to standard gauge and the NP began operating that segment of track itself. At Wallula, the NP could interchange traffic with the Oregon Railroad & Navigation Company railroad (OR&N), which ran along portions of the south bank of the Columbia River and had itself been converted to standard gauge in 1881. Henry Villard, who controlled the OR&N, managed to gain temporary control of the NP as well.

The OR&N began continuous train service between Wallula and Portland in 1882. The NP completed several important projects of its own in 1883. It built a line north from Portland, on the west side of the Columbia River, to Goble, Oregon (across the river from Kalama). In the same year, Henry Villard presided over a ceremony (at Gold Creek, Montana) driving the last spike in the segment of track between Wallula and Minnesota. However, trains from the east could still not reach Tacoma and to travel as far as Goble, they also had

to run over OR&N track between Wallula and Portland. Finally, in 1884, a rail car ferry was placed in service between Goble and Kalama and the NP finally could provide a somewhat disjointed transcontinental service.

But a surprising event occurred in the last month of 1883. Henry Villard was outmaneuvered by rivals and forced to resign from the boards of both the NP and the OR&N. The new leadership at the OR&N felt they had the NP at a disadvantage. They tried to increase fees payable by the NP for running trains along the Columbia River over OR&N track.

This prompted the NP to reconsider building its own line into western Washington. A decision was made to construct the Cascade Branch of the NP. By November 1885, track originating from Pasco had reached Elensburg. The branch was completed in June 1887, using a series of switchbacks at the summit of Stampede Pass. With that, the NP finally had its own continuous transcontinental railroad between Tacoma and the Great Lakes. Work had already started on a tunnel under Stampede Pass in January 1886. It was opened to traffic in May 1888, greatly improving efficiency on the Cascade Branch.

How this broader history affected Thurston County can now be more easily understood. Several factors caused Olympia to fail in its bid to become the western terminal of the



An 1883 photograph of the Northern Pacific station (on right) at Tenino. The bunting on the buildings was in celebration of the joining of the rails at Gold Creek, Montana. Photo courtesy of the Tenino Depot Museum.

railroad. They will be discussed at the end of this article.

SELECTING A PUGET SOUND TERMINAL

Though chartered in 1864, until 1869 the NP lacked a source of funds that could be used to start building. But in 1869, the banking houses of Jay Cooke agreed to broker the sale of bonds worth \$100 million toward construction of the line. Before this deal was struck, Cooke insisted that an additional survey be made of the route in western Washington, including a recommendation for the site of a terminal on Puget Sound.

A member of the NP Board of Directors, Thomas H. Canfield of Burlington, Vermont, was selected to lead the survey party, which travelled by train to San Francisco and then overland to Portland and farther north. Canfield's findings, published in *Partial Report to the Board of Directors of the Northern Pacific Railroad*, tended to favor Port Townsend for the western terminal, mostly because there had been little land speculation there and property could be acquired cheaply. Palmer's "The Northern Pacific Railroad and Its Choice of a Western Terminal" describes the Canfield party's inspection of various places on Puget

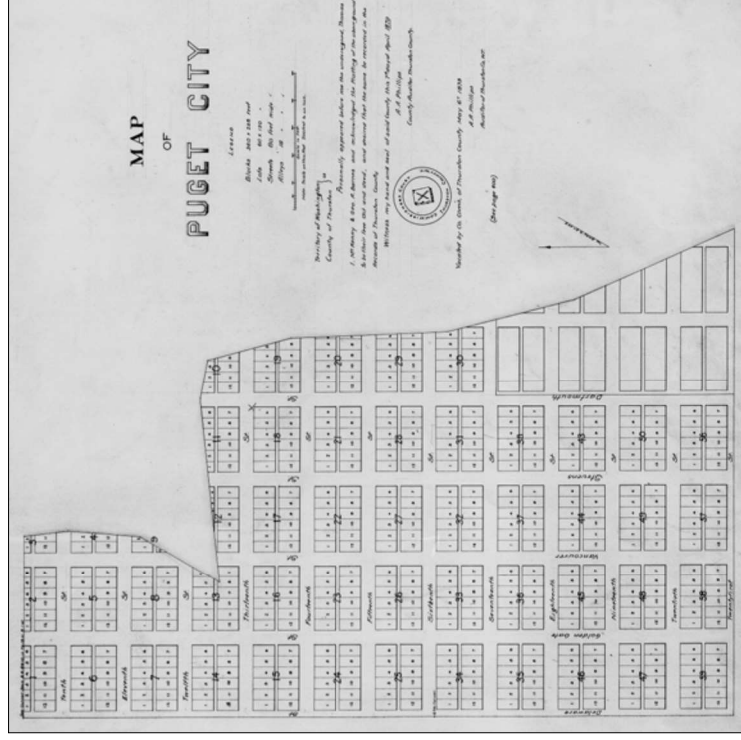
Sound: "The Oregon Steam and Navigation Company had provided a steamship for the benefit of the survey group. Something less than three days were spent on it touring about the waters of Puget Sound. Though the party examined possible sites extending from Olympia on the south to Bellingham Bay and Victoria on the north, Canfield did not feel he had sufficient time nor local knowledge to make good recommendations. He, therefore, hired James G. Swan to make reports on specific sites.

"The first prospective site was Budd's Inlet near Olympia. Swan's examination revealed its most shining attribute to be its proximity to Portland. He consequently inferred a sooner completion date for the rail section to that point. The greatest disadvantage of Budd's Inlet was the large expanse of mud flats exposed at low tide."

Swan went on to critique several other locations and all his descriptions appeared in Canfield's report. Nisqually Harbor was felt to be on a par with Budd's Inlet in terms of suitability. Steilacoom was rejected because it offered no protected harbor. Commencement Bay (the site of "Old Tacoma") was felt by Swan to be

unsuitable because the water there was too deep for ships to easily find anchorage. Seattle received a potentially positive recommendation. Generally negative recommendations were given to Whidbey Island, Fidalgo Island, and Bellingham Bay. Not unexpectedly, Swan, a prominent resident of Port Townsend, found that place to be the most favorable, as did Canfield.

However, when construction of the NP began at Duluth, Minnesota in July 1870, a western terminal had still not been specified. Nonetheless,

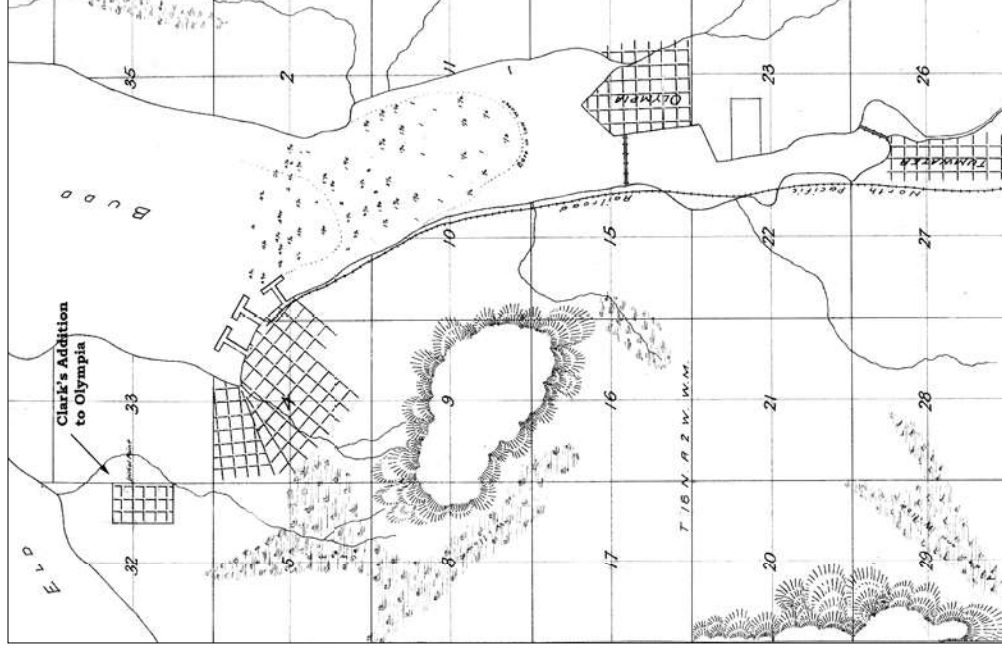


Plat of Puget City on Hogum Bay. It was recorded April 7, 1870 and vacated (returned to the status of non-platted land) May 6, 1873, after it was clear that the railroad would not terminate there. Image courtesy of Washington State Archives—see bibliography.

a frenzy of land speculation was already well under way in the Puget Sound country in general, and Thurston County in particular. Butler's Cove, Boston Harbor, Hogum Bay (Puget City), Gull Harbor, and of course Olympia all represented themselves as the probable site for the terminal.

On July 23, 1870, Olympia's *Daily Pacific Tribune* reported: "**Olympia the Terminus! ---The First Stake Driven!** The long agony is over. The painful suspense suffered by the people of Olympia and rival points on Puget Sound, for a year or two, is ended. Olympia is the favored spot. Puget City (or Hog'em), Steilacoom, Tacoma, Seattle, and all other claimants for the distinction, are left out in the cold. Alas for the calculations and hopes of the many who have been purchasing and speculating in lots and acres at the only eligible places (so represented) for the terminus of the Northern Pacific Railroad! They have all come to grief.

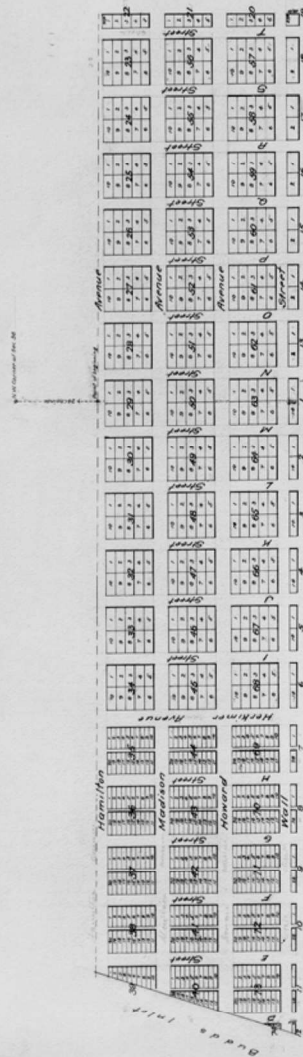
"At about 7 o'clock, this morning, the Northern Pacific Railroad surveying party, under Col. Fife, commenced operations at the water's edge in Olympia. Their initial spike was driven in the center of Adams Street, between Third and Fourth Streets, at tidewater. It bears this inscription: N. P. R. R. Sta. 1, established July 23, 1870. J. P. Fife, Eng."



Clark's Addition to Olympia, as platted in 1871. Note the presence of the projected line of the "North Pacific Railroad" along the west side of Budd Inlet. Image courtesy of Washington State Archives—see bibliography.

Unfortunately, placement of a survey stake was by no means a guarantee that Olympia was going to be the terminal. In fact, over the next two years, railroad surveying parties were spotted frequently in several locations around the county. Clearly, some of those surveys provided

Situate in Sections 35 & 36 on Claim No 37 of Township 19 Range No 2 West Willamette Meridian.

[illegible]

Description	
Lots East of Herkimer Avenue	50 X 20 ft.
West	25 X 20 "
Herkimer Avenue Soffside	Over average 80 ft wide
Streets 60 ft wide	Alleys 16 ft wide.

Scale 1/320 ft to an inch. (For these plots, 1 inch = 100 ft.)

Washington Territory }
Thirteen Counties }

Be it remembered that on this fifth day of July 1872 before the undersigned a Nora Rubin within and her said Territory personally came to B Thomas who is personally known to me to be the person whose name is subscribed to the annexed instrument of writing as party thereto and acknowledged the same to be his act and deed for the uses and purposes therein mentioned.

*In testimony Whereof I have hereunto set my hand and
affixed my Official Seal at my Office in the Town of Olympia in
the County of Pierce the day and date first above written*

E. L. Smith
Natany Anne

RECEIVED
JUL 1 1952
WASHINGTON
T-100

Recorded at request of Leo B Thomas July 5th 1972
R A Phillips
Director of Theatre Co NY

1872 plat of Thomas' Addition to Olympia Washington Territory. Image courtesy of Washington State Archives—see bibliography.

east or west side will not be reported on for some weeks yet.”

Later in 1872, Ira Bradley Thomas used some of his land, within the William Billings Donation Land Claim, to plat Thomas' Addition to Olympia, Washington Territory. This raised suspicion that the terminal would be on the east side of Budd.

Inlet, at Gull Harbor. History of *Thurston County, Washington*, by Rathbun, suggests that Thomas was actually associated with the Lake Superior and Puget Sound Land Company. The land company was similar to a modern-day holding company in that the NP was under its control. But the primary goal of the NP was to build a railroad, while

the purpose of the land company was to make money. The Lake Superior and Puget Sound Land Company accomplished this by selling the lands granted to it and through speculation on townsite properties.

In an attempt to conceal his relationship with the land company, Thomas had entered into a secret trust agreement with one Philo Osgood, who apparently had become the legal owner of the Thomas properties by February 1872. Incredibly, Thomas also sold the parcels to Edward S. Smith, an acknowledged agent of the Lake Superior and Puget Sound Land Company. This deceptive behavior was so effective in hiding the actual ownership of these properties that in 1893, titles to them were still being contested in court.

BUILDING THE RAILROAD IN WESTERN WASHINGTON

This is a good place to review the progress of railroad construction in the early 1870s. Groundbreaking for the western segment occurred at Kalama in May 1870. With the arrival of construction materials and a locomotive in July 1870, work on the roadbed began. Col. J. B. Montgomery had the contract to build the first twenty-five miles of the line, from Kalama to the Toutle River. That segment was finished in April 1871. Montgomery also received another contract to construct the next ten miles of track to the north. The terrain in the first four of those ten miles presented several challenges,

including the excavation of 60,000 yards of rocky material from the “Big Cut,” building a bridge over the Cowlitz River, and driving pilings for a three-quarter-mile trestle. Separate crews worked on all these projects at the same time.

It is important to note that some portions of the path taken by the railroad, when first constructed, were later re-engineered. The original Cowlitz River bridge was approximately 0.8 mile to the north of the one now in use. Montgomery’s crew used a construction site known as “Pumphrey’s” at the north end of the four-mile segment described above; it was located immediately northwest of the older Cowlitz River railroad bridge. Sited on the east side of Olequa Creek, Pumphrey’s was opposite the future village of Olequa, which developed on the creek’s west bank.

J. L. Hallet was awarded the contract to build thirty miles of railroad to the north of the thirty-five total miles completed by Montgomery. Hallet’s construction began at two places. One crew worked northward at milepost 35, while a second proceeded south from “Hodgden’s,” (within the Stephen Hodgden Donation Claim; “Hodgden’s” was approximately one mile west of downtown Tenino). The May 30, 1872 *Kalama Beacon* reprinted an article from Olympia’s *Tribune*: “From a gentleman just in from the railroad front we learn something of the work on this end of the railroad. “The bed of the road is ready for the

ties and iron for a distance of nearly ten miles [to the south] from the place of beginning near Hodgden's . . . Mr. Hallet has also a large force operating on the southern end of his section, approaching every day nearer the men on this end of the line. In another six weeks it is expected the two forces will meet, the road being entirely graded and ready for the ties. To lay the ties will take about four weeks, to lay the track about as many more, and on the first of October the iron horse will be running over the completed road to Hodgdon's Station [immediately southwest of the future site of downtown Tenino], sixteen miles from this city [Olympia]."

A few months before that article appeared, the March 8, 1872 *Kalama Beacon* described the situation in Olympia: "The locating engineer corps, now surveying the terminus site in, and adjoining Olympia, under superintendence of Hubert C. Ward, C. E., has concluded surveys on both the east and west sides of Budd's Inlet, and about 1st May (as rumored) the terminus site at Olympia will be decided upon in the proper quarter, and very probably a further letting to tide-water from the northern end of Hallet's contract."

SPRAGUE ASSURES OLYMPIANS THE TERMINAL WILL BE ON BUDD INLET

But in Olympia, the natives were growing restless. On June 26, 1872, Marshall Blinn wrote a letter to John Goodwin and John Sprague, inquiring where the NP terminal was

to be located. The response appeared in the July 6, 1872 *Olympia Transcript* and seemed reassuring: "**Terminus Settled** – The growlers in our community about the tardiness of the Railroad Company in settling the final terminus on Budd's Inlet, can now rest with ease. The following letter from the Company's Agents fixes the point on the east side of the Inlet. A depot will be made at Tumwater, Swantown, and the terminus on the Wylie Claim. We feel confident that the road will be built to this point by the 1st of January, next. This is all and more than the people could ask of the Company."

"PUBLIC NOTICE, Olympia, July 4, 1872. *To donors of Lands, etc., for railroad purposes:* The following letter was received by the undersigned [Marshall Blinn] on the 3rd inst., and is hereby made public for the benefit of whom it may concern.

"Sir: - We have the honor to acknowledge the receipt of your favor of the 26th inst., requesting us to announce to the donors of land at Olympia where the line of railroad referred to in our communication to you of the 30th of April, 1872, and at what point it terminates.

"Said line of railroad runs to the east side of Budd's Inlet to the Billings or Wylie donation claim, said claim being in sections 25, 26, 35, and 36 of township 19 range 2 west and a point will be selected on one of said claims for freight and passenger depots where said line will terminate.

Very respectfully yours, John N. Goodwin [and] John W. Sprague, *Special Agents, N. P. R. R. Co.*"

Reinforcing this statement of intent was the fact that on July 5, 1872, Ira Bradley Thomas platted Thomas' Addition to Olympia, located within the Billings donation claim. However, Thomas died intestate (without leaving a will) shortly thereafter, on October 9. That posed a problem for the NP, which would have preferred to have clear title to these lands, rather than awaiting the result of Thomas' probate.

THE NORTHERN PACIFIC RAILROAD FLIRTS WITH BANKRUPTCY

"The Northern Pacific Railroad and Its Choice of a Western Terminus 1869-1887" describes the precarious position and deteriorating condition of NP finances toward the end of the summer of 1872. It was imperative that a western terminal be selected quickly, so that investor confidence (and bond sales) might be stabilized. A selection committee was formed from the NP Board and sent urgently to Puget Sound in late September. It was critical that the railroad be completed before available funds were exhausted. After touring Puget Sound for a week, the committee eliminated all sites except Tacoma, Seattle, and Mukilteo. Apparently, the demise of Ira Bradley Thomas had eliminated Olympia from consideration. Competition for the terminal became even more intense than it had been previously. It would take nine more months for the com-

mittee to recommend a finalist from among the three towns still in the running.

OLYMPIA ELIMINATED FROM COMPETITION FOR THE TERMINAL

By the fall of 1872, the decision to bypass Olympia was common knowledge. The November 2 edition of the *Kalama Beacon* reported "The next forty-mile extension from Hodgdon's northward down the sound, will soon be announced as let for construction. . . . We copy from the Olympia *Tribune* the following description of the line of route:

"The line of the road extends from Hodgdon's (Tenino) to Yelm Prairie, from there to the vicinity of the claim of a man named Temple, a mile and a half from the Puyallup River . . ."

The article also said that a one-mile extension of the railroad, from Hodgdon's to the spot where the Tenino station was to be built, was almost completed. The December 7, 1872 *Beacon* noted: "On Monday last, the turn-table at Tenino (the northern terminus) was in working condition, having been completed on the previous Saturday."

The April 19, 1873 *Beacon* confirmed that Col. Montgomery was the recipient of a contract to build forty miles of railroad north of Tenino. Clearing and grubbing (essentially, stump removal) had already begun. The May 17 *Beacon* reported that Montgomery's contract

TACOMA CHOSEN AS PUGET SOUND TERMINAL

"The Northern Pacific Railroad and Its Choice of a Western Terminus 1869-1887" notes that the NP committee to select a western terminal met on June 30, 1873 and recommended Tacoma be chosen. The full board accepted the recommendation on July 3, 1873, making it official.

The final routing into Tacoma was described in the July 21 *Beacon*. "The road-bed is graded eleven miles from Des Chutes to the Nisqually River, across which a second bridge is to be erected so soon as construction trains can reach there.

"One mile northward of Nisqually, the new line directly toward Tacoma diverges westerly from the recently located line to the Puyallup, and is said to be only a distance of twenty-two miles from the Nisqually to the Terminus."

THE PANIC OF 1873

Adding to the railroad's financial headache, the Panic of 1873 began officially on September 18, 1873. It was induced, in part, by the fragile monetary condition of the NP. Jay Cooke's New York and Philadelphia banking



1876 Territory of Washington map, drawn by C. Roe-ser. The Northern Pacific Railroad was in full operation through Thurston County. The Olympia & Tenino Railroad, a narrow gauge line conceived after Olympia was bypassed, had been surveyed and partially graded, but would not start running until 1878. This map was published by the U. S. Department of the Interior, General Land Office.

had been extended to one hundred miles, which would have taken the rails to a point about thirty miles north of Seattle.

houses failed. In an unrelated housekeeping move on October 13, 1873, the NP conveyed all Thurston County properties donated to it, and held in trust by Marshall Blinn, back to their original owners.

Capping an almost superhuman building effort, the NP held a “last spike” ceremony for the Kalama-Tacoma right-of-way on December 16. The railroad had met its congressional mandate by a single day!

WHY THE TERMINAL WAS NOT LOCATED ON BUDD INLET

Why Olympia was eliminated from consideration for the NP’s western terminal is a question that has been debated since the decision was made in 1872. Several factors influenced the choice. Olympia was closer to Kalama and construction costs to go there would have been less than for places to the north. On the other hand, a longer right-of-way would net the company significantly more sections of saleable property, through government land grants.

The site selected in Tacoma had an excellent harbor. It was near the Tacoma mud flats and distant from “Old Tacoma,” where the water was too deep for anchorage. The Olympia harbor, had it been chosen, would have required frequent dredging.

The overriding factor in choosing Tacoma was financial. NP finances were precarious, despite bond sales, soon after construction began. During 1872, the company realized that,

in any case, it would need to build as far as Tenino. After that, it could decide how far north it would be possible to extend the line before one of two events occurred: funding ran out, or its congressional mandate expired. No doubt the NP considered Olympia to be its primary fallback option for a terminal until Ira Bradley Thomas died. After that, Tacoma moved into the fallback position. In mid-1873, the NP Board of Directors realized they could not reach farther north than Tacoma before time on their mandate expired. As it turned out, the railroad just barely made it to Tacoma in time.

Fortunately, the disappointment and anger experienced by local residents when Olympia lost its bid to be the terminal, has faded long ago. Budd Inlet still has a pleasing appearance and is environmentally cleaner than it would have been, had the terminal wound up there. As the saying goes, “Be careful what you wish for!”

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Olympia Transcript
Kalama Beacon
Washington Standard

Dr. Hannum is a retired physician and surgeon who spent his early years in Michigan. He arrived in western Washington in 1971 as a member of the U.S. Public Health Service. Railroad history has been a lifelong interest, and he has written several books on the subject.

CAN YOU IDENTIFY THIS PHOTO?

Overleaf: Last year, the Tumwater Historical Association donated this framed photo to the Schmidt House, owned by the Olympia Tumwater Foundation.

The photo shows a group of girls working in a garden. The girls are for the most part dressed alike, with white blouses, dark skirts, ties, and bonnets. To the left stands a man holding a garden tool and a bunch of beets or radishes. The title of the photo is merely "Tumwater Country-side, circa 1900. Courtesy Olympia Brewing Company."

The framed photo was once displayed at the old Sambo's Restaurant in Tumwater.

Unfortunately, nothing more than that is known. Who are the girls pictured here? Were they from a local girls' school? Where was their garden located?

If you have any helpful ideas, please contact curator Karen Johnson at 360-890-2299 or at Karen@olymtumfoundation.org.

If we receive any useful information, we'll print it in a future issue of the *Journal*.